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ONE SHILLING.

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THE CONNECTING FILE: LINKING DETACHMENTS GOING UP TO THE LINE AT NIGHT, ON THE WESTERN FRONT.

It is impossible at the Front for reinforcing or relieving troops to move with safety over the open during the day in localities within view, or range, of enemy fire. For that reason, everywhere in rear of the firing-line communication-trenches, movements of bodies of troops usually take place after dark. To obviate the possibility of detachments or columns of troops on the move getting separated, or taking a wrong turn on a road, or

missing their way, connecting files follow each group in rear of the parties, men being sent out to link one to the next, and so on. Each connecting file keeps his own party in sight, and those following similarly keep the connecting file in sight all the time. A forward party, to whom the man seen here is its connecting file, is visible ahead in the half-dark, against the glare of exploding shells in front, passing through a hedge.

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AT THE FRONT AND AT HOME: BRITISH AND FRENCH

PHOTOGRAPHS—BRITISH AND AUSTRALIAN



ON THE BRITISH FRONT: A MACHINE-GUN POSITION THAT IS HOLDING THE GERMANS.



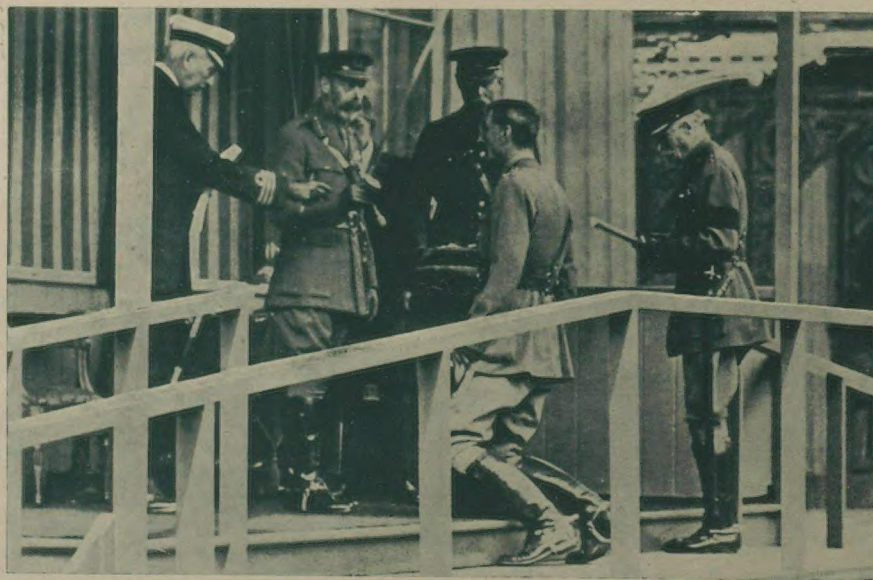
A GREAT DEPOT FOR SALVAGE FROM THE FRONT: WOMEN AT A DUMP—A TRAIN ALONGSIDE.



"JOCKS" IN ACTION: SCOTTISH SOLDIERS IN A SHELL-SHATTERED VILLAGE.



ALLIES INDEED: FRENCH TROOPS ON THEIR WAY TO FIGHT BESIDE THE BRITISH.



THE ACCOLADE AT AN OPEN-AIR INVESTITURE: HIS MAJESTY KNIGHTING LIEUT.-GENERAL ALEXANDER COBBE, V.C., AT BUCKINGHAM PALACE.



SILVER STARS FOR "1914" SPECIAL CONSTABLES FROM RIGHT) SHAKING HANDS WITH

TROOPS; WOMEN'S WORK; "SPECIALS"; AN INVESTITURE.

OFFICIAL, ALFIERI, AND ILLUSTRATIONS BUREAU.



WOMEN LOADING RAILWAY WAGONS: A DEPOT FOR SALVAGE FROM THE FRONT.



READY FOR THE ENEMY: A STREET BARRICADE IN A TOWN NEAR THE BRITISH FRONT.



A CANAL ON THE BRITISH FRONT: WIRING FALLEN TREES; A PARTY CROSSING A FOOT-BRIDGE.



IN ACTION AMID THE RUINS OF A SHELL-SHATTERED VILLAGE: SCOTTISH SOLDIERS.



COLONEL SIR EDWARD WARD (SECOND INSPECTOR ERNEST WILD, K.C.)



A "PROCESSION OF INTERCESSION IN HONOUR OF OUR LADY OF LOURDES ON BEHALF OF ALL OUR FIGHTING FORCES": CARDINAL BOURNE AT WESTMINSTER CATHEDRAL.

Most of these photographs are self-explanatory, but a few further notes may be given in some cases. The second and third at the top were taken at a great salvage depot where thousands of tons of valuable articles brought home from the Front are sorted and repacked to go to various parts of the country to be made into new material. The large staff consists mostly of women and girls. The salvage includes shell-cases, equipment, packing tins and many other things.—On May 25 the King held the first open-air Investiture of the season at Buckingham Palace. Among others his Majesty knighted Lieut-General Alexander Cobbe, V.C., who was made a K.C.B.—On Sunday, May 26, 5693 members of the Metropolitan

Special Constabulary who joined in 1914 and have since done continuous service received silver stars, one for tunic and one for overcoat. Their Chief, Colonel Sir Edward Ward, presented the stars, at four parades held respectively in Regent's Park, Victoria Park, Battersea Park, and on Wimbledon Common. Our photograph was taken in Regent's Park, and shows Sir Edward Ward presenting stars to officers of the H.Q.C.D. (Headquarters Central Detachment). On his right is Commander St. John Fox, of the H.Q.C.D. Second from the left in the group is Lord Claud Hamilton, who is Commandant of the H.Q.C.D.

MASTERING THE SUBMARINE.



By ARCHIBALD HURD.

SOME day a candid book may appear in Berlin entitled "Germany's Blunders in the Great War." There are still people who speak of the German Staff system with bated breath. The day will come when they will wonder at their being so misled, for Germany will confront the world as a blundering muddler.

Take the case of the intensified submarine campaign. On Feb. 1, 1917, a confidential circular was issued to the German newspapers stating that this newly developed type of war-ship, employed without respect for law or humanity, "offered the best and only means of a speedy victorious ending of the war." At the Foreign Office in Berlin, Mr. Gerard, the United States Ambassador, was told that three, or at most four, months of piracy would bring the British Empire to the dust, a "German peace" being proclaimed before an admiring, awe-struck world. Marshal von Hindenburg sent a message to the German troops on the Western Front that they must hold fast while the submarine won the war. Now, after an interval not merely of four months, but of four times that period, the Germans know the coup has failed. What is the position to-day? The Prime Minister has exposed it in a sentence: "The

submarine is still a menace—it is no longer a peril. A means of inflicting injury, a means of absorbing energies which might be better devoted to other purposes, a means of restricting our power of transport—but, as a danger which could cause the winning or losing of the war, you can rule out the submarin." In the light of that statement it may now be confessed that the Germans caught the British and Allied Navies unprepared; no seaman had ever thought it possible that the submarine, unable to offer accommodation to crews or passengers, would be employed in attacking unarmed and frail merchant-ships. It was a policy of murder.

When the felon's blow was struck, our seamen were confronted with a new problem. How could they combat piracy pursued by vessels which at will could disappear beneath the water? How could they simultaneously deal with the pests in such enormous areas—the North Sea, the Irish Channel, the English Channel, the Mediterranean, and the Atlantic. Something more than heroic courage was required: hundreds of small craft of diverse kinds, a score or so of ingenious mechanical appliances—such as nets, smoke-making apparatus, and depth-charges—were needed in enormous volume, as well as guns for merchant-

ships and tens of thousands of mines. While a good many people were asking, "What is the Navy doing?" groups of experienced officers and a great army of workmen were busy laying the foundations of victory.

The veil has been lifted somewhat during the past few weeks, and the country has learnt something of mine-fields and barrages, the system of convoy, and the activities of patrol-ships and aircraft, and the initiative and resource of merchant seamen. And now the Admiralty is able to claim that "in the month of April there was a record destruction of enemy submarines." The world is now producing ships faster than the Germans are sinking them. It may be that in April the Navy had more than the usual amount of luck; but in any event, though the Germans have been building and sending to sea more submarines than ever before, the loss of Allied shipping is declining and the loss of U-boats is increasing. The time is not far distant when the triumph over piracy will be complete. The cheering news of the U-boats' failure comes on the eve of the second anniversary of the Battle of Jutland, when, according to the Kaiser, "the nimbus of British world supremacy disappeared."

THE MEANING OF "HERE'S A HO."



By E. B. OSBORN.

LONDON to-day is manifestly the capital of Anglo-Saxondom; thither come all the subjects of King Shakespeare, who have taken up arms in the cause of civilisation, and thence they depart, silently and invisibly, each man to his own front. The Strand, for example, which has always been the most inclusive of our streets, is now at high noon an epitome not only of the Empire, but also of the great Republic. It is there that I fall in with the men of the Far West—

Lords of the wilderness, Lords of the brute, Lords of the Indian, Lords of themselves, with whom the offer of a "horn" (i.e., a dram) and the utterance of the salutation in drinking: "Well, here's a ho!" are passports to an instantaneous intimacy. It is good to hear their comments on little old London; but, better still, to exchange memories of the long warfare against the strong and subtle powers of the wilderness in which I, too, have played my part long ago.

"Here's a ho!" the curious phrase uttered by every true Westerner before gulping down his touch of usquebaugh (he never sips it) is generally supposed to be a reference to the opening words of Isaiah lv. It is really, as shall be shown, a reminiscence of the great hunting parties which

were set out from Red River every summer in the far-off days when the Hudson's Bay Company ruled the West, and the northern herd of bison, a much greater host than that which roamed Texas, was estimated at 4,000,000 head. Most of the hunters of the plains were farmers in a small way; so that a start was not possible until after seeding.

The last evening in camp was a time of revelry; all the Red River settlers who did not intend to make the hunt would come down to help on the harmless fun. The rollicking strains of the "Red River Jig" (which can only be danced in mocasins) would be heard, and the hunters would not stop dancing till the sun was under their feet, and the watchfires but heaps of grey crumbling ashes. At sunrise the roll would be called, and immediately afterwards, at a meeting of the chief hunters, a leader and his staff, captains, guides, and a crier appointed. From that time on, a measure of military discipline was maintained; a properly guarded camp was set every night, the carts being drawn up in a close circle and the tents pitched inside in double and treble rows. If danger from "wicked" Indians was anticipated, the oxen and horses were tethered inside the corral, and the men slept with their guns loaded. All offences against

discipline were duly punished, the crier proclaiming the sentence of the court, and also executing it.

Long before the bison were sighted, they could be heard by the experienced hunter. You had but to put your ear to a badger's hole (an old-timer told me) to hear the rumbling noise of the bulls roaring or the muted thunder of a stampede. Next day, perhaps, a long, low streak of dun-coloured cloud would be seen on the high Western rim of the horizon, and at sunset it would resolve itself into a vast herd of earth-shaking beasts, all moving at the same slow pace and grazing as they passed along. A night alarm would not be risked, for it might have caused the herd to stampede for fifty miles or more. But early next morning the hunters would be made to fall into line, and the crier ordered to cry the "ho!" which was the signal for a general attack. There you have the meaning of "Here's a ho!" Nothing is left of the northern herd save time-bleached white bones here and there in corners of the bush and green ambushes of the unfenced prairies. But the Western folk keep the old hunting words—and also the instinct of open-air discipline which enabled them to conquer the wilderness and makes them to-day a terror to the German barbarians.

YOUTH IN THE AIR FORCE.



By C. G. GREY, Editor of "The Aeroplane."

TAKING it all round, the Royal Air Force is essentially the Service for the youthful. The science of aerodynamics, the art of flying, and the combined art and science of air war are all so young that age has no initial advantage over youth as it has in other branches of war.

Military science and mechanical engineering are, perhaps, the two oldest exact sciences and professional occupations in the world; so the trained mind which has spent long years in acquiring the accumulated knowledge of centuries has obvious advantages over even the most gifted youth. The history of war shows that, though great victories may have been won by the inspiration of youthful leaders—for example, Alexander, Condé, or Napoleon—the detail, organisation, and the training which enabled them to be won were carried out by elderly men. We have no precise record of Alexander's generals, but we know that Napoleon's greatest marshals were trained in the old military schools before the French Revolution, and that to-day the successful French and German generals, not to mention our own greatest Army commanders, are, as a rule, nearer sixty years of age than fifty. There are in all armies brilliant young generals of the lower grades, but for the higher com-

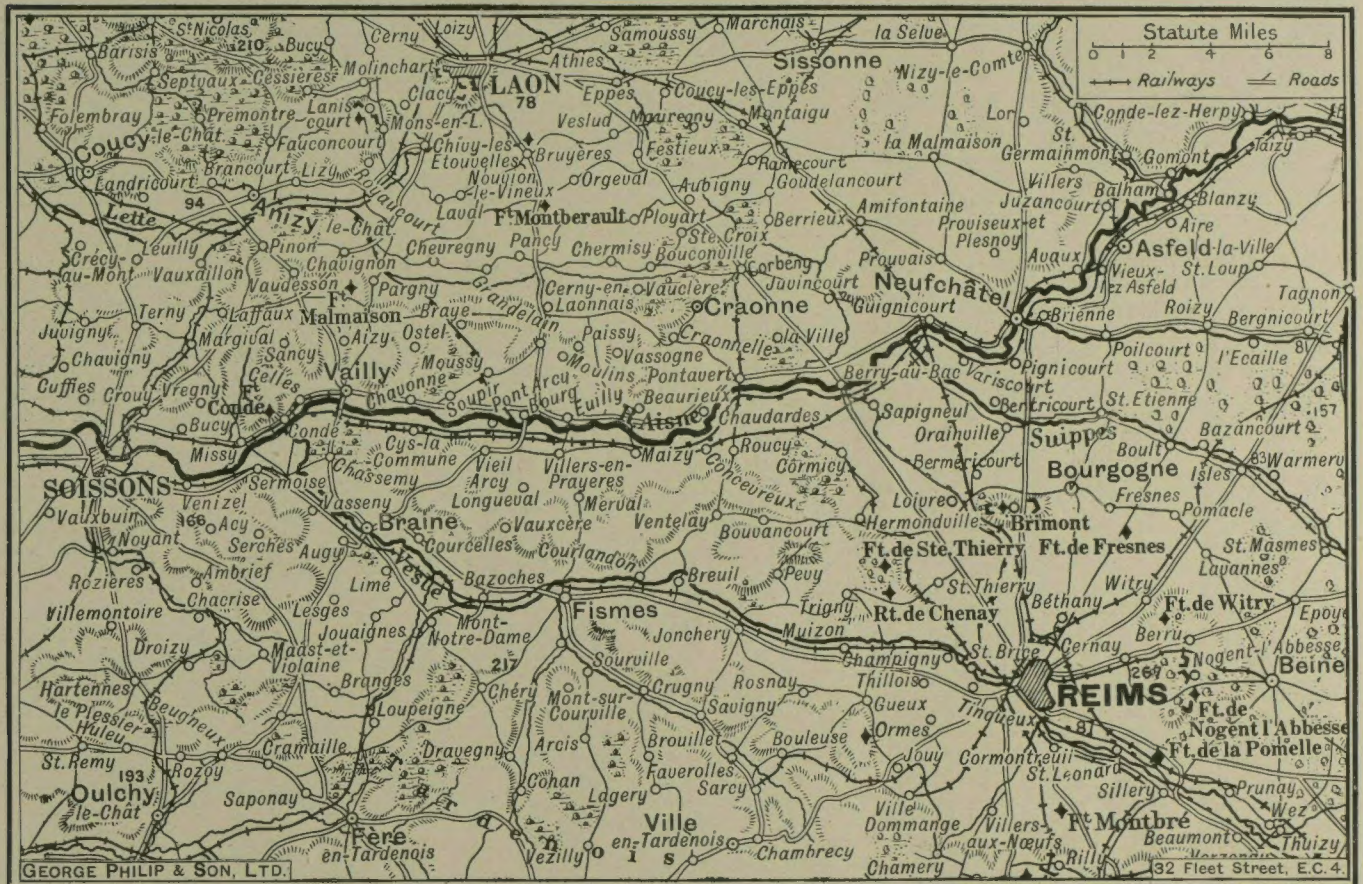
mands the encyclopædic learning which can only be acquired with age is essential. In air war things are somewhat otherwise. The operations of aircraft being auxiliary and ancillary to those of the Army, major operations are directed by the Army Command; and air tactics, being entirely new, can be left to their more or less youthful exponents in the air forces of the respective belligerent countries.

Actual air-fighting is obviously a young man's job, hence the rule in the Royal Air Force that pilots must be between the ages of eighteen and thirty. A man may retain all his nerve after the age of thirty, but few retain the quickness of hand and eye necessary to the fighting aviator. There are notable exceptions; but such men are hard to find. Consequently, the average age throughout the R.A.F. is probably nearer to twenty than thirty, even including the highest ranks. It is only reasonable, therefore, that commanding officers, even those who do not fly against the enemy, should themselves be young men. Just as the prefects in a public school maintain discipline and decide the tone of the school to a greater extent than do the house or form masters, so the young commanding officers of so juvenile a force are able to keep a grip on their youthful charges

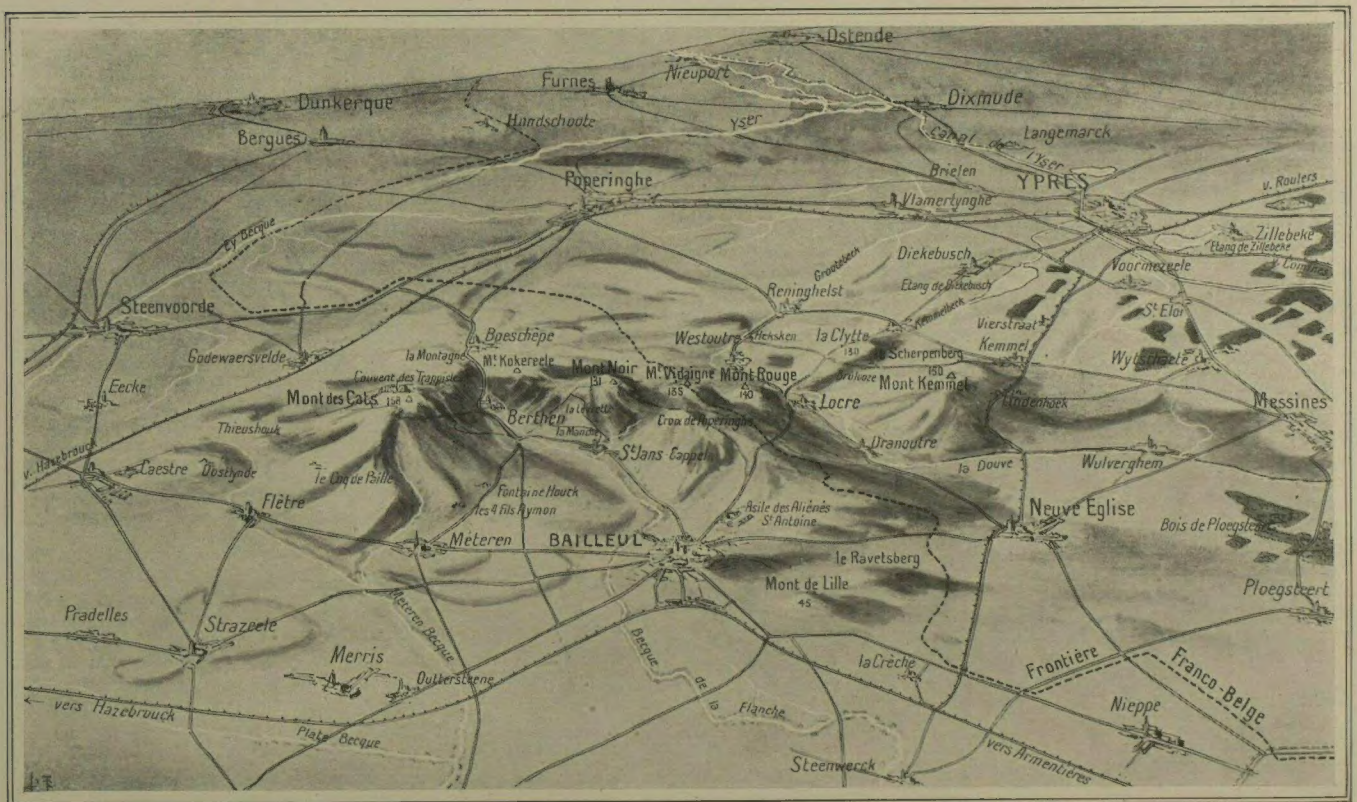
better than very much older officers might do, being, as they are, more closely in touch with their ideas and more in sympathy with their troubles. One has read recently of a Brigadier-General aged twenty-seven being appointed to command an R.A.F. Cadet Brigade. Such an appointment seems eminently fitting in a force where many Majors are under twenty-five and few Lieutenant-Colonels are over thirty. There are Brigade Commanders of the R.A.F. in the field who are little, if at all, over thirty; and the General Officer Commanding R.A.F. in France is only thirty-six. The Chief of the Air Staff, Major-General Sykes, is barely forty. Major-General Sir Hugh Trenchard, who built up the whole Royal Flying Corps during the war, and has recently been appointed to a highly important air command in France, is but forty-five, yet he is recognised already as one of the greatest soldiers of the war.

Decidedly the Air Force to-day is the happy hunting-ground of youth. In years to come, as knowledge of aeronautics and of air war accumulates, and the mass becomes too great for young minds to acquire, the elderly student may come into his own again; but in this war, at any rate, youth will be served, even in the higher ranks.

TWO FRONTS ATTACKED: LOCALITIES OF THE NEW GERMAN OFFENSIVE.



"STRONG HOSTILE ATTACKS . . . DEVELOPED BETWEEN RHEIMS AND SOISSONS": A MAP OF THE SCENE OF A NEW GERMAN ATTACK.



"AND AGAINST THE FRENCH TROOPS BETWEEN LOCRE AND VOORMEEZELE": A PANORAMIC VIEW INCLUDING THAT DISTRICT.

An official despatch from British Headquarters in France on May 27 stated: "Strong hostile attacks, preceded by bombardment of great intensity, developed early this morning, on wide fronts, against the British and French troops in line between Rheims and Soissons, and against the French troops between Locre and Voormezele. There was considerable hostile artillery activity yesterday and last night on the British front." A later despatch that night said: "At 3.30 this morning the British divisions holding the

sector of the French front astride the Aisne at Berry-au-Bac (between Berméricourt and Craonnelle) were heavily attacked. At the same time, hostile attacks in great strength were made against the French troops on our right and on our left. . . . On the Lys battle-front strong attacks on the Locre-Voormezele front have been repulsed by French troops, with great loss to the enemy. In the neighbourhood of Dickebusch Lake the enemy succeeded in penetrating a short distance into the French positions."



By G. K. CHESTERTON.

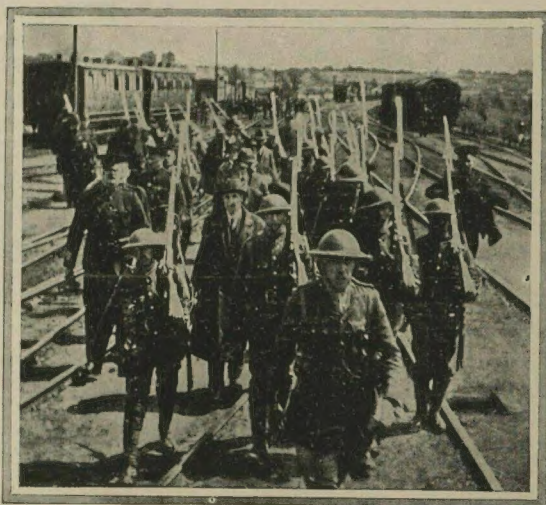
A HISTORY of German public pronouncements in modern times would be largely a list of metaphors. And it is the peculiarity of a metaphor, as distinct from a definition, that it is at once vivid and vague. It may be described as something which is difficult to explain and easy to explain away. If, in the course of any casual private dispute, I call a gentleman "the alligator of Anti-Imperialism," or "the sirocco of Social Reform," I can always soften it afterwards by suggesting that the alligator was really an allegory, and that the reference to the sirocco was itself only a form of hot air. And this is especially true of the decorative pattern of symbols which make up so much of the German Imperial proclamations—the German sword, the mailed fist, the shining armour, the rule of blood and iron.

Even the most prosaic of the Prussians have a turn for this terminology; and it is always possible in mere logic to repudiate the effect of it as rhetoric. Even Frederick the Great was a bad poet as well as a bad man; and, like many bad poets, he could only produce a strong effect of poetry by means of profanity. His hideous metaphor about "partaking of the eucharistic body of Poland" was, of course, meant for an affront; but it was still, by its figurative form, a sort of evasion. Partitioning Poland could only mean one thing; but partaking of Poland might be made to mean many things. I should hardly be surprised if some of the more solemn Prussian professors began to write busily, at the official word of command, to prove that Frederick really meant to take the Communion as a devout Christian to symbolise his Christian fraternity with the Poles. For that matter, I should not be surprised if the same professors maintained that Bismarck's regimen of blood and iron was merely a medicinal prescription for a tonic. They would be equally capable of claiming that the German Emperor only mentioned the mailed fist in the apologetic tone in which a gentleman says "Excuse my glove." They would pretend, if necessary, that the recurrent and somewhat monotonous references to "hammer blows" referred exclusively to a geological hammer or an auctioneer's hammer. The substantial truth to be understood here is that we are dealing with a metaphorical mind, and that we must be careful not to imitate it in being misled by its metaphors.

An important instance, in which we must thus look below the symbolical surface, is the recent phrase of Baron Burian, the new Austrian Minister, that he stands before Europe with

the sword in one hand and the olive-branch in the other. He probably intended to indicate that, even while he successfully wields the sword, he will still be ready to hold out the olive-branch. It is, perhaps, more practical for us to understand from him that, even after he has successfully offered the olive-

branch, while upon the East he will lay nothing, in any sense, except the shadow of the sword.



THE ARREST OF SINN FEIN LEADERS IN IRELAND: A PARTY UNDER ESCORT BEING MARCHED TO A DISTRICT STATION TO ENTRAIN TO DUBLIN.
Photograph by C.N.

branch, he will still be ready to wield the sword. But there is, curiously enough, another and even clearer fashion in which his own metaphor might well be justified against himself. In one sense Baron Burian, as the representative of the Central Empires, really does hold the olive-branch in one

In plain words, and apart from Teutonic metaphor, he does hold himself ready to accept a Teutonic compromise in the West, if we will accept a Teutonic conquest in the East. That is the reason behind the rhetoric; and there are many, even in this country, to whom it really seems reasonable. Nevertheless, it is the very reverse of reasonable—indeed, in those who feel thus in the West, it is in a rather special sense sentimental. It is a mere illusion of distance. Not only the fate of Europe, but very specially the fate of England, is being settled in the wild borderlands of what was once the Russian Empire. Nor is this an idea which Englishmen have any particular right to doubt or misunderstand. The English have limitations enough. But at least a total ignorance of the importance of distant objects ought not to be a limitation peculiar to Imperialism. That our life depends on things many miles away on the map ought not to be a new idea to an Englishman.

We set our soldiers as sentinels outside the palace of a decayed Turkish despot, because we thought it necessary to guard the long road to India. Posen is not so far away as Pondicherry, and it is a longer journey to the Cape than to the Carpathians. Those who are influenced by a mere repugnance and tedium touching what is remote in geography are alike false to the old and the new duties of British foreign policy. Yet they give themselves great airs of universalism and internationalism, when they urge us to abandon the Poles so long as we can save the Belgians.

But our old imperial stations were but stepping-stones by which we ourselves could go to the end of the world. These East European positions are the only stones that can stop the flood of our foes. They are defensive positions; the last line of our defence. Middle Europe was nightmare enough; but this is more monstrous than Middle Europe. This is the menace of three-quarters of Europe massed and drilled against the last quarter—the last Western culture left clinging to the cliffs of the Atlantic. Does anyone who has watched Prussia seriously believe it would be left to cling there long?



A MODERN NOTE IN WAR ILLUSTRATION: "WE ARE MAKING A NEW WORLD," BY PAUL NASH, AN OFFICIAL BRITISH WAR-ARTIST.

From the exhibition of paintings and drawings by Lieut. Paul Nash, one of the official artists on the Western Front, at the Leicester Galleries.

IMPORTANT NOTICE: "THE ILLUSTRATED LONDON NEWS."

Beginning with this issue, the price of "The Illustrated London News" is advanced to One Shilling. In the same way our contemporaries, "The Sphere" and "Tatler," will raise their price. This has been made necessary by the great increase in the cost of paper and of all other materials used (to say nothing of the scarcity of paper), and the further increase in the cost of labour and transport. The normal price of Sixpence will be resumed as soon as possible.

HOW PARIS IS WARNED OF AIR-RAIDS: THE NEW ALARM SYRENS.

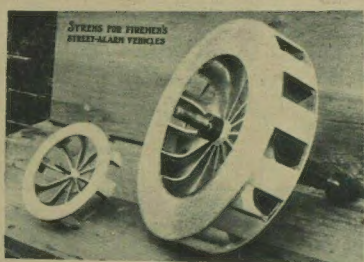
PHOTOGRAPHS BY ROYER.



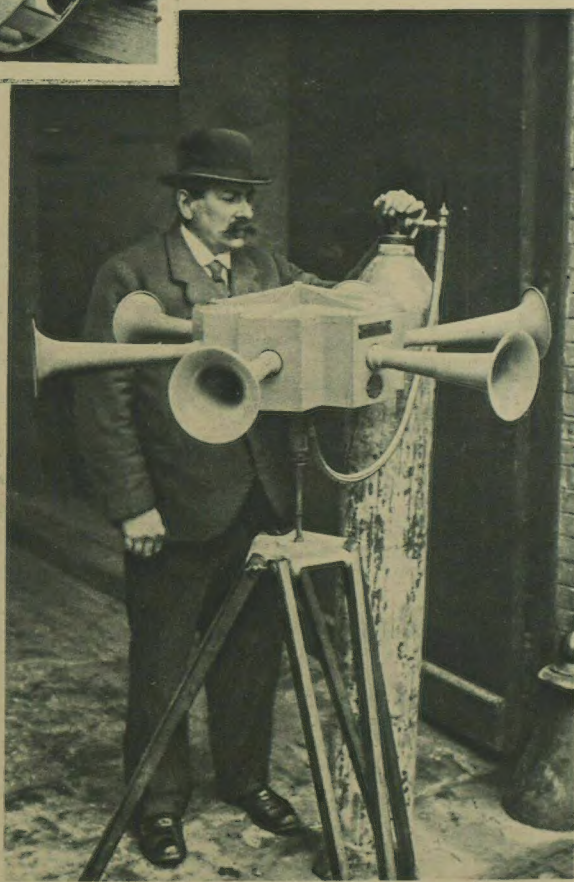
THE LARGEST-SIZE SYREN FOR CENTRAL DISTRICTS: A SIX-"HORN" SYREN ON THE ROOF OF A HOUSE.



A TYPE USED IN MUNITION-WORKS, MAGAZINES, AND AVIATION CAMPS: A SYREN WORKED BY A HANDLE.



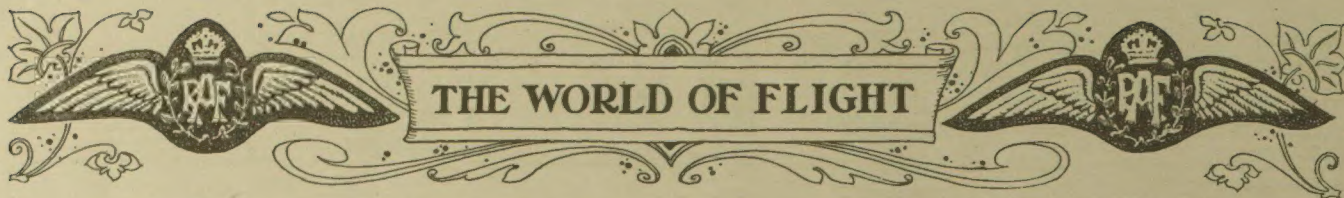
AS USED IN FACTORY YARDS AND ARSENALS: A "TWIN-HORN" SYREN WORKED BY COMPRESSED-AIR CYLINDERS.



SET UP IN THE NEIGHBOURHOOD OF CROWDED FACTORIES: A SIX-"HORN" SYREN WORKED BY A COMPRESSED-AIR CYLINDER.

The syren method for giving warnings of air-raids has been in use in Paris for some time past. Improvements are continually being made, new-type syrens of increased power and range of sound being installed. In a previous issue, we illustrated earlier-pattern syrens on high buildings in populous quarters of Paris. Here we illustrate types of more recent design. The more powerful are actuated by electric turbines, with bell-

mouthed "horns," or "pavillons," grouped in sixes in the larger syrens, the hooting of which is audible for a mile and a half. Each "pavillon" has a special note. The Paris firemen have specially designed travelling syrens, turbine-actuated, mounted on vehicles. A twin-horn type with compressed-air cylinders, worked by hand, with a range of nearly half a mile, is used in arsenals and munition-works, aviation camps, etc.



THE MASTERY IN THE AIR.

By C. G. GREY,
Editor of "The Aeroplane."

FROM time to time there has been considerable argument concerning the phrases "The mastery in the air," "The command of the air," and "Aerial supremacy." It has been alleged by various people—some of whom were in a position to speak with authority, and some of whom were not—that the absolute command of the air, and actual aerial supremacy, can never be achieved by any belligerent nation, in this or any other war. Possibly that is so, in that so long as the weaker side possesses one aviator who is brave and skilful, and one aeroplane of first-class type, it may be impossible to prevent that one man and machine from penetrating over hostile territory and returning with valuable information, after inflicting damage on his enemies.

Nevertheless, it seems possible to obtain the command of the air to at least the same extent as the Allies today hold the command of the seas. The fact that a *Wolf* or a *Moewe* may come out of a German port, evade the Allied sea-patrols, voyage round the world, and return home uncaught, merely proves that the Germans possess a few remarkably brave and skilful seamen.

Similarly, though we may never hold the absolute command of the air, because the air is a far bigger place than the sea, and because we may never be able to exterminate every brave German aviator, the fact remains that for the past eighteen months continuously the Allies have held the mastery in the air. That is to say, it has always been more difficult, during that period, for German aviators to penetrate for any distance behind the Allies' fighting lines than it has been for the Allies to penetrate over Hunland—Hunland being the comprehensive term used by the British aviators for all territory occupied by the enemy, as differentiated from Germany or Austria proper.

Be it said that at all times British aviators have been more frequent over Hunland than have German aviators behind our lines. Even when, in 1915 and 1916, things were at their worst—when, owing to their rapid production of new and superior types of fighting machines, the Germans held for brief periods a limited mastery in the air, in that it was more difficult for the individual British or French aviator to penetrate over Hunland than for their people to come in over our positions—the British were always on the offensive in the air, and there was always a greater amount of reconnaissance done over Hunland than there was by the Germans behind the Allied lines.

Reconnaissance, artillery observation, and bomb-dropping are the true tests of aerial supremacy. They represent the real aerial traffic, just as on the water the passage of cargo-ships is the true test of the command of the seas. A German "Circus" of fast chasers may do much damage to reconnaissance machines and artillery observers, just as submarines or raiding destroyers may sink merchant-ships. Other fast aeroplanes

may dash across the lines and machine-gun troops in trenches or in the open, just as an occasional destroyer or cruiser may shell the British or French coast; but, so long as Army reconnaissance and photography, spotting for the guns, and the bombing of railways and depôts in Hunland continue to the required extent, there can be no doubt about who holds the command of the air, even though that command may not be absolute.

At no time has the contrast in this respect been so notable as during the past few months.



R.A.F. PHOTOGRAPHIC ACTIVITY: A GUN TO PROTECT THE PHOTOGRAPHING MACHINE.

It need scarcely be pointed out that an enormous number of flights are undertaken solely for observation—as opposed to offensive—purposes. On these many photographs of the enemy positions are taken.—[Official Photograph.]

To-day the German reconnaissance machine is scarcely ever seen over back areas held by Allied troops. The Germans, in their need for some information as to what is going on behind the lines, have been forced to develop a new form of reconnaissance almost analogous to the use of submarine scouts at sea. They have built special aeroplanes, with very high-powered engines, and

their objective, the force of gravity adding to their speed. As they cross this area they rattle through as many photographs as possible, and then climb away back to their former height, hoping to return as they came, escaping observation.

The air being so big a place, these single spies are naturally hard to find; but their number is comparatively so few that the total amount of information which they gather must be small. Moreover, certain of the Allies' fighting pilots have made a hobby of hunting these altitudinous scouts, with the result that considerable execution has been done among them even in the few months during which they have been in use. And more recent developments, especially in British aeroplanes and engines, give one to believe that such German reconnaissances will be distinctly limited in future.

In contrast with such methods, anyone familiar with the war area can bear witness to the fact that the British reconnaissance machines go regularly over Hunland, flying brazenly at 10,000 feet or so in small parties, defying the anti-aircraft guns—known familiarly as "Archies"—and fighting their way boldly through the opposing screen of German chasers. They take their photographs and make their notes when and where they will, and return home with full information obtained at a cost which appears to be on numbers known proportionally less than that of the German highfliers, and is certainly far less in proportion to the value of the information received.

The contrast in the respective uses of bombing aeroplanes is equally remarkable. Recently official figures were published giving the number of bombs dropped in Hunland and in Germany during March by the R.N.A.S. and R.F.C. (the R.A.F. had not then come into existence), as compared with the number received behind the British lines from the Germans. Our people dropped 36,179 bombs, against 2465 received. In April the R.A.F. dropped 23,900, in spite of heavy fogs at night and in the early morning—as mentioned in G.H.Q. communiqués at the time—and 2033 were received from the Germans.

The captious or the sceptical may object that whereas we know precisely how many bombs we despatched,

we may have missed counting a number of German bombs, which may have fallen in open country far away from any mark, or may have fallen in or near the fighting line and have been mistaken for shells. One may grant so much, especially in view of the poorness of German marksmanship with bombs, and the fondness of German aviators for unloading their bombs as soon as they are over enemy territory, so as to go home light as quickly as possible. But, even if we admit that we have only been able to count half the bombs which the Germans actually dropped, the contrast is sufficiently great to show who has the free use of the air and who has not.

DERELICT ON THE WESTERN FRONT: AN ENEMY AEROPLANE BROUGHT DOWN.
French Official Photograph.

with wings designed for high-climbing instead of for speed, and equipped with oxygen cylinders, so that the pilot and observer may be able to breathe at great altitudes.

These machines cross the fighting areas at heights varying between 18,000 and 20,000 feet, where, except in the clearest possible weather, they are invisible from the ground, and even escape notice from fighting formations patrolling at 10,000 feet or so. They come over singly, unseen and unheard; they navigate to the area about which information is desired, and when in its neighbourhood they make one long dive for

THE KITE-BALLOON OBSERVER'S "LIFE-BELT": PARACHUTES IN WAR.

OFFICIAL PHOTOGRAPHS.



THEIR MEANS OF ESCAPE IF THEIR BALLOON IS DESTROYED: KITE-BALLOON OBSERVERS DONNING PARACHUTE TACKLE.



CONNECTED BY ROPES WITH THE PARACHUTE ATTACHED TO THE BASKET: AN OBSERVER ON THE GROUND.



WORK ON WHICH HIS LIFE MAY DEPEND: AN OBSERVER (ON THE RIGHT) WATCHING HIS PARACHUTE BEING PACKED.



WHERE A TANGLE MIGHT MEAN DISASTER IN THE AIR: OBSERVERS (BARE-HEADED) WATCH THE PACKING OF A PARACHUTE.



SHOWING ONE OF THEIR PARACHUTES: OBSERVERS IN THE BASKET.



SHOWING BOTH PARACHUTES: A KITE-BALLOON ASCENDING.



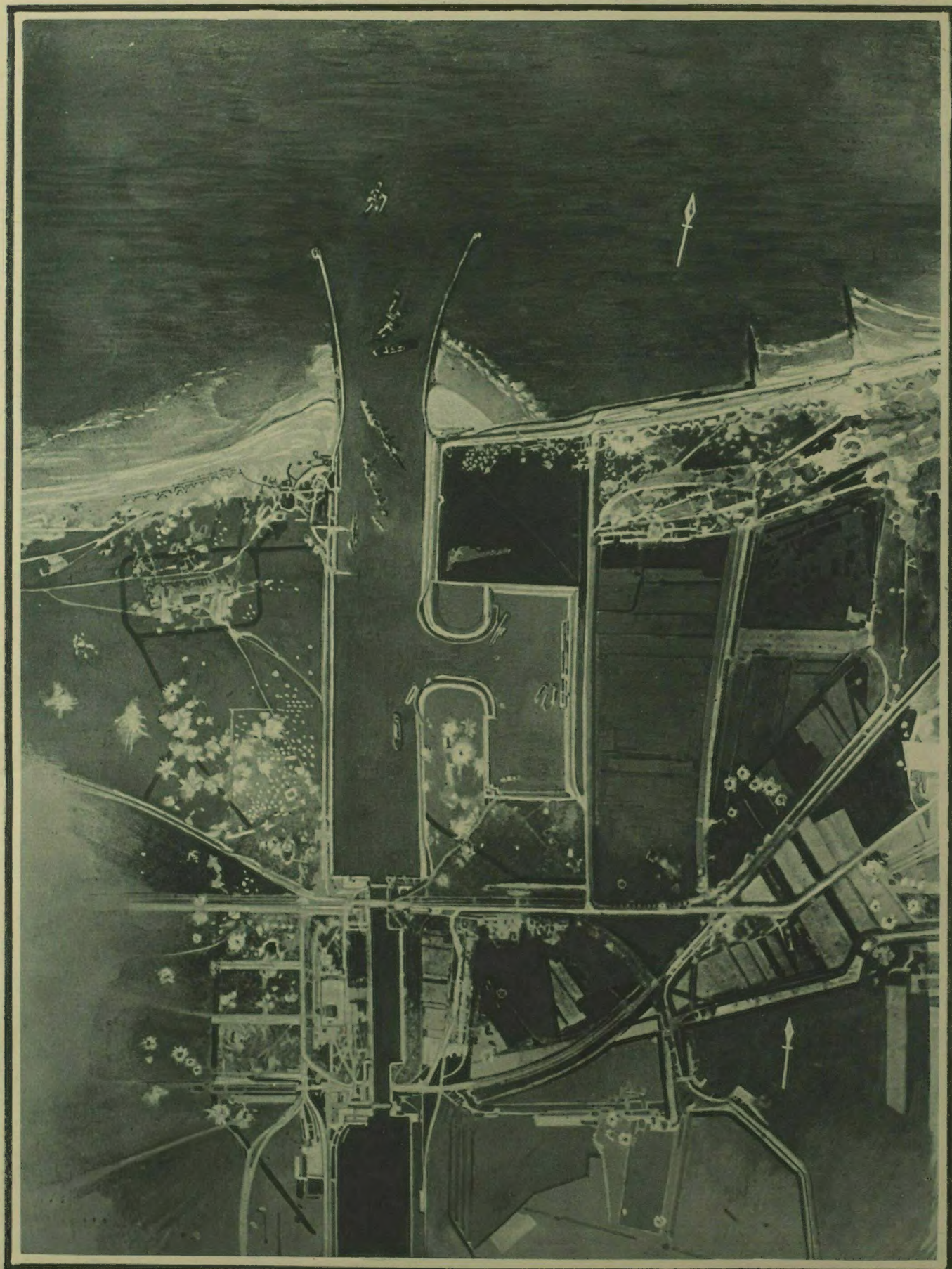
RECEIVING MESSAGES FROM ALOFT: A LORRY TELEPHONE EXCHANGE.

Kite-balloons of the R.F.A. are the eyes of our guns in France. The observers are highly trained men, and the information which they are able to communicate by telephone to the batteries on the ground below is of the utmost importance. When their balloons are hit by enemy shells, or attacked by aircraft, they are often forced to make a rapid descent by parachute. The use of the parachute in such circumstances is in itself a supreme test of nerve, for it means jumping out into mid-air at a great height with

the knowledge that life depends on the correct working of a frail apparatus. If the ropes broke, or the parachute failed to open out, death would be inevitable. Naturally, therefore, the utmost care is taken with the folding and packing of the parachute, and the adjustment of the ropes and tackle by which it is connected with the observer's body. Nor is it surprising that he himself takes a keen interest in the work of the men whose duty is to pack it. The Navy also has an active kite-balloon service.

ZEEBRUGGE SEALED: BLOCK-SHIPS AND BOMB-HOLES SEEN FROM THE AIR.

AFTER AN OFFICIAL BRITISH NAVAL AIR-PHOTOGRAPH.



SHOWING THE BLOCK-SHIPS AND NUMEROUS BOMB AND SHELL HOLES: ZEEBRUGGE PHOTOGRAPHED SINCE THE RAID.

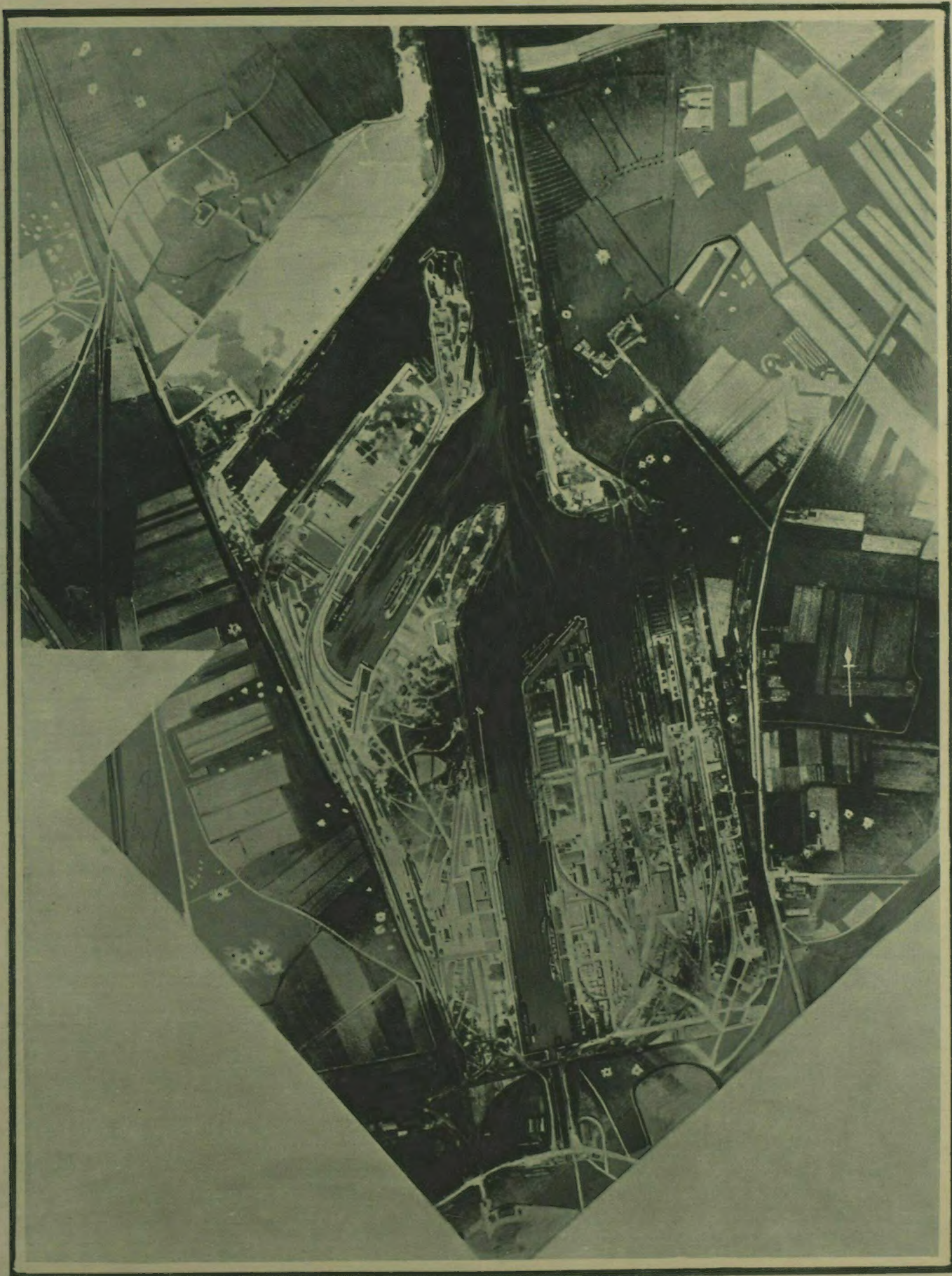
The left-hand page shows the lock-gates of the canal at Zeebrugge and the approach to the lock. The block-ships are seen and also many shell and bomb holes. On the right-hand page is seen the canal basin at Bruges itself, and this is of particular interest as showing the number of German destroyers, torpedo-boats, and submarines which have

been shut up there as a result of the blocking operations at Ostend and Zeebrugge. With regard to this right-hand page, it should be pointed out that the illustration is formed of two separate photographs pieced together to make a panoramic view, a fact that accounts for its shape. On both pages the arrows indicate, roughly, the direction

[Continued opposite.]

BRUGES CANAL SEALED: U-BOATS AND GERMAN CRAFT IMPRISONED.

AFTER OFFICIAL BRITISH NAVAL AIR-PHOTOGRAPHS.



SHOWING GERMAN CRAFT SHUT UP: BRITISH PHOTOGRAPHS OF BRUGES SINCE THE SEALING OF ZEEBRUGGE AND OSTEND.

Continued.
of the North. It was stated recently that at Ostend the Germans had succeeded in shifting the position of the "Vindictive," but were not using the harbour. "As for Zeebrugge," says the "Times" of May 25, "attempts are being made to dredge a passage between the two British cruisers which lie in the mouth of the canal. They have not

been successful. The German destroyer which was sunk inside the canal by a bomb from a British aeroplane lies close to the two sunken cruisers. With Zeebrugge still blocked, and with Ostend out of use, the basin at Bruges remains full of German shipping. It seems possible that . . . sitting makes the passage impossible for vessels of any size."

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY WARNEKE, YEVONDE, TOPICAL, ELLIOTT AND FRY, LAFAYETTE, BACON, BASSANO, AND HUGHES.



2ND LIEUT. HENRY
BIORN HOMAN,
Royal Air Force. Eldest son
of Mr. and Mrs. W. Maclean
Homan, St. James's Place,
Glasgow.



CAPT. ALWYN M. ALLAN,
Queen's R. W. Surrey Regt.
Youngest son of Mr. and
Mrs. Henry Allan, North
Gate, Regent's Park, and
Whitby.



MAJOR RAOUL LUFBERY,
the famous American airman, who had no
less than eighteen victories to his credit and
had been a fighting airman at the front
for two years. He held the Military Medal
and the Cross of the Legion of Honour.



CAPT. H. E. K. STRANGER
M.C.,
Royal Guernsey Light In-
fantry. Second son of Mr.
William Stranger, of St.
Sampson's, Guernsey.



2ND LIEUT. JAMES GRA-
HAM GLENDINNING,
Monmouthshire Regt. (attd
Royal Air Force). Only son
of Dr. and Mrs. Glendinning,
Aberystwyth.



CAPTAIN HAROLD
DUNKERLEY,
Royal Army Medical Corps. The
younger son of Mr. Herbert
Dunkerley, of Bombay. Killed
on active service. Aged 28.



MAJOR CHARLES LEYBURN
WILKINSON, D.S.O.,
R.F.A. Second son of the late
Mr. George Wilkinson, Wylam-
on-Tyne. Awarded the D.S.O.
for gallantry at Arras.



CAPT. C. A. FRY,
Essex Regiment (attached Sussex
Regiment). Was connected with
the American Trading Company,
and was a very well-known and
popular officer.



LIEUT.-COL. H. T.
KAY ROBINSON,
F.I.A., D.S.O. (AND
BAR).
Royal Sussex Regt.
Younger son of the
late Rev. W. Kay
Robinson, Rector of
Walwyn's Castle, Pem-
brokeshire.



MAJOR D. ITHEL ELLIS, M.C.,
Royal Field Artillery. Eldest son of Mr.
W. Twigg Ellis, solicitor, of Llanrwst.
Killed while on active service at the front.
Aged 24.



MAJOR DAVID
NELSON, V.C.,
Royal Field Artillery.
Awarded the V.C. for
helping to bring the guns
into action under heavy
fire, while severely
wounded. Mentioned
twice in despatches for
gallant service.



CAPT. BERNARD WILLIAM
ARNOLD,
Royal Field Artillery. Was the
second son of Mr. and Mrs. Arnold,
of Milton Hall, Milton-cum-Gravesend,
Kent.

CAPT. EDWARD BUDD, M.C.,
Irish Guards. Eldest son of Mr. Cecil
Budd, C.B.E., The Briars, Reigate,
Surrey. Had been awarded the
Military Cross with two bars. Killed
in action. Aged 23.



CAPT. J. O. C. STUART,
M.C.,
The Black Watch. Was
awarded the Military Cross
for conspicuous gallantry in
the field. Killed in action.



2ND LIEUT. R. A. MANGIN,
M.M.,
West Yorkshire Regt. Second
son of Major and Mrs. Mangin,
of Bishopthorpe, Ripon, York-
shire.



2ND LIEUT. JOHN NOBLE
SMITH,
R.F.A. Younger son of the late Dr.
Noble Smith, F.R.C.S., of Queen Anne
Street, W., and of Mrs. Noble Smith,
The Chalet, Heene Road, Worthing.



2ND LIEUT. JOHN NOEL
COUGH,
Royal Field Artillery. Son
of Dr. Cough, Medical Officer
of Health for Northwich.
Killed in action.



LT. CHARLES RUSSELL
HASTINGS FFOLLIOTT,
Royal Air Force. Only son
of Councillor C. N. Ffolliott,
Dartmouth. Was awarded
the Belgian Croix de Guerre.

WHEN TANK MEETS TANK: THE FIRST BATTLE BETWEEN BRITISH AND GERMAN TANKS, ON THE WESTERN FRONT.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



THE FIRST TANK ENGAGEMENT: A BRITISH TANK (ON THE LEFT) FIRING AT A GERMAN TANK, WHICH WAS COMPLETELY "KNOCKED OUT" AT VILLERS-BRETONNEUX.

The first action between Tanks took place near Villers-Bretonneux on April 24, when the German Tanks made their debut on the battlefield. The result was a victory for the British Tanks. Six of the enemy's machines accompanied his infantry, and some of our heavy Tanks soon arrived to engage them, and succeeded in driving them off. Presently some of the new British light Tanks, called "whippets," appeared on the scene, and wrought great execution among the German infantry with their machine-guns, seven Tanks manned by twenty men putting 400 Germans out of action. In the drawing a German Tank is seen on the right in the background, while the British machine

in the left foreground is firing at it. Further to the left among the trees are British infantry. At the end of the duel the German was knocked out of action. To the right of it, where shrapnel is bursting in the trees, are German troops advancing. The enemy's Tanks are of a somewhat square design, with a quick-firing gun in front and machine-guns at the sides and rear. The conning-tower is also square in shape. According to correspondents, both British and French, who have seen captured German Tanks, they are ineffectively armoured, and the range of vision ahead from the conning-tower is impeded by defects of design. —[Drawing Copyrighted in the United States and Canada.]

THE CHARGE OF THE "WHIPPETS": OUR NEW FAST TANKS DISPERSE A GERMAN BRIGADE.

DRAWN BY J. SIMONT FROM SKETCHES BY J. CLAIR-GUYOT, AND PUBLISHED BY ARRANGEMENT WITH "L'ILLUSTRATION."



"THEY SLEW GERMANS, NOT BY DOZENS OR BY SCORES, BUT BY PLATOONS AND COMPANIES": A FRENCH ARTIST'S IMPRESSION OF THE NEW BRITISH TANKS IN ACTION, NEAR VILLERS-BRETONNEUX.

Much has been heard lately of the new light and fast British Tanks, known as the "Whippets," which took part so successfully in the first Tank action, at Villers-Bretonneux. Seven of them, manned by twenty men, are said to have put 400 Germans out of action and to have broken up the attack of a complete brigade. They left their base $3\frac{1}{2}$ miles away a little before midday, fought a victorious action, and were back by 3 p.m., after covering ten miles. Mr. Philip Gibbs writes: "We put in some of our newer, faster, and smaller types, which can steer almost as easily as motor-cars, as I know, because I have travelled in one

at a great pace over rough ground. These [Tanks] set out to attack bodies of German infantry of the 77th Division, forming up near Cachy. It was a terrible encounter, and when they returned their flanks were red with blood. They slew Germans, not by dozens or by scores, but by platoons and companies. They got right among the masses of men, and swept them with fire, and those they did not kill with their guns they crushed beneath them. It seems to have been as bloody a slaughter as anything in this war."—[Drawing Copyrighted in the United States and Canada.]

THE RED CROSS IN A GERMAN AERODROME! PHOTOGRAPHIC EVIDENCE.

BRITISH OFFICIAL AIR-PHOTOGRAPH.



SHOWING THE RED CROSS ON THE ROOF OF A BUILDING: THE GERMAN AERODROME AT THIONVILLE PHOTOGRAPHED FROM THE AIR.

This aerial photograph of the German aerodrome at Thionville was taken by a British airman on May 15. Sixteen large hangars were observed, and two large machines were visible on the ground, so that this was evidently not a disused aerodrome turned into a hospital. The Red Cross may be noted painted prominently on the top of the building in the corner, which may be partly used as a hospital (in the peace and quiet of an aerodrome!), but would certainly house the aerodrome personnel. It may well be asked—

is this use, or abuse, of the Red Cross? This is only one example among many which photographs taken by British airmen have disclosed. Meanwhile the Germans have been violating the Red Cross flown over British hospitals pure and simple. The recent air-raid on a large and well-known hospital camp far from the Front, causing grievous carnage among the wounded and the nurses, will be remembered along with the "Lusitania" and the death of Nurse Cavell.

THE CHILDREN'S JEWEL FUND SALE: SOME NOTABLE GIFT "LOTS."



TO BE SOLD AT CHRISTIE'S IN AID OF INFANT WELFARE CENTRES: VALUABLE GIFTS TO THE CHILDREN'S JEWEL FUND

Gifts have been contributed to the Children's Jewel Fund from all ranks of Society. Queen Alexandra has contributed two beautiful pairs of earrings and an enamel ash-tray of Russian peasant workmanship. Princess Victoria's gift is a buckle in green enamel, pearls, and diamonds. Near these, at the private exhibition at Cartier's in Bond Street, was placed a little pin sent by a working woman in memory of her dead child. The

fund was instituted, with the object of establishing Infant Welfare Centres throughout the country, by the Duchess of Marlborough, who has herself given a magnificent pearl-and-diamond collar. It was arranged to hold an attractive exhibition sale at Harrods on May 27-31, and a sale at Christie's on June 5, 6, and 7. Particulars can be obtained from the Secretary, 175, New Bond Street.

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17. CREAM JUG, copy Early Georgian, Gadroon Edge. Height 6 ins. ... Price **£1:1:0**

18. CREAM JUG, Beaded Edge. 3 1/2 ins. high. ... Price **16/6**
21. SUGAR DREDGER, copy Early Georgian. Height 9 1/2 ins. Price **£1:1:0**
22. HOT WATER JUG, very quaint and practical. Capacity 4 pint. Height 6 inches. ... Price **16/6**

THE ARTICLES here illustrated are only a few from a complete collection to be found in our Silver Galleries, which you are cordially invited to visit. We also make a speciality of reproducing many fine old specimens of Sheffield plate. These objects of art are silver-plated on copper and specially finished with a dull mat surface, thus giving them the dignity of old silver or old Sheffield plate. An important point worthy of consideration in these days of strict economy is that these are less expensive than the ordinary silver plate, and at the same time more artistic and graceful.

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1 Aluminium Water Bottle ..	0	15	6
1 Lanyard and Whistle ..	0	2	6
1 Service Hussif	0	2	11
1 Hold-all	0	6	6
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LADIES' PAGE.

ONE of the reasons that Mr. Gladstone gave for his steady opposition to Women's Suffrage was that "the woman's vote must lead to the woman's seat in Parliament." That some women would try to make the one lead to the other might, indeed, be reasonably anticipated; and the sequence of events has not long tarried. The lady still known at her own request as "Miss Mary MacArthur," though she is the wife of Mr. Anderson, M.P., has been formally adopted as the candidate of the Labour Party for a Midland borough. It is by no means a necessary consequence that those having a right to vote should also have a right to stand for election, for the Church of England clergy have always been entitled to vote but ineligible for sitting in Parliament. It might be thought that this particular candidate would meet with a further difficulty owing to her continuing as a married woman to use her maiden name. This was settled, however, by Mrs. Fenwick Miller's election to the London School Board under the same circumstances.

Her return was objected to on the ground that she had not been correctly described on the nomination paper; but the Law Officers of the Crown, to whom the question was referred as one relating to a public election, stated that there is no law in this country compelling a woman to take her husband's surname. That lady, however, adopted the usual prefix for a married woman; "Miss" Mary MacArthur, and another well-known follower of the example, "Miss" Violet Markham—sister of the late Sir A. Markham, M.P., and wife of Mr. Carruthers—have continued to use not only their maiden names, but also, what is another question, the prefix of "Miss," which is universally understood to mean that the person so addressed is not married.

All such social customs, however, are matters of habit, based on convention. In Spain, married women continue to use their maiden names, with the husband's added—"Mrs. Smith and Jones," as we might say—and the children take both parents' names. Scottish women's maiden names are invariably used in legal documents, and until recently they were often called by the same name after marriage as before. To give only two instances where the sons of women so called became famous—Sir James Barrie, in his Life of his own mother, calls her "Margaret Ogilvie," never "Mrs. Barrie"; and Sir William Chambers, founder of the well-known publishing house, says of his grandmother, "According to an old custom in Scotland, she was, though married, known

only by her maiden name, which was Margaret Kerr." In Alsace it is usual for the family names of a married couple to be combined, and both spouses use the joint cognomen; thus "Miss" MacArthur and Mr. Anderson would there be Mr. and Mrs. MacArthur-Anderson.

It is obviously socially convenient for man and wife, the father and mother of a family, to bear the same name; but, on the other hand, it is not only an extinguishing of the wife's individuality, but very disadvantageous to a woman who has made some reputation as a writer, painter, public worker, or who has taken a degree while single, and so on, to sink her identity on marriage; and it is so unpleasant to a father to see his name lost, by his heiress marrying, that we know that it is quite common for the husband of such an heiress to consent to take his wife's name. A very striking instance of this being done for the sake of a great reputation instead of a vast fortune is that of the descendants of Sir Walter Scott. His descendants in each generation have been females only, and the men who have married these ladies have taken the name of Scott, hyphenated with their own (the Scott last), so that the great author's patronymic should not be covered and lost. In English society, again, it is usual for the widow of a titled man to keep her deceased husband's name, for the sake of the title, on remarrying with a commoner. It was not always the English custom even to call married and single women by a distinctive prefix. In the eighteenth century every girl who had left the schoolroom was called "Mrs.," just as every man, married or single, is known as "Mr."



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Blouses are as indispensable as ever, and the present fashion of "jumper" blouses—which pull on over the head, with no fastening, and hang almost or quite loose over the top of the skirt, so as to need no belt added—is particularly useful and practical. The "tabard"—or, as it is sometimes called, the "chasuble"—which is simply a straight piece of some firm and fairly handsome material hanging loose down the front and back of the figure, is a becoming and useful idea. It can be made with the utmost ease; the length of material is doubled, an oval is cut out of the middle part to pass the head through; this neck opening, and the sides and ends are trimmed with embroidery or bead-trimming, and the tabard is ready to smarten up or refresh an elderly blouse and skirt or a one-piece frock. There may be two or three straps to fasten under the arm by means of press buttons, so as to hold the edges in place if liked. The severe type of shirt to wear with a tweed or tussore or serge skirt is quite fashionable, and is dressy enough for most occasions if made in satin.

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NEW NOVELS.

"The Last Bout." It is all very well staged and costumed, this tale of English and Austrian and wicked German, that travels from the Austrian border of Italy to Flanders and back again "The Last Bout"



ON THE WESTERN FRONT IN FRANCE: MESSAGE-BEARERS COMING DOWN A SHELL-SHATTERED ROAD. Official Photograph.

(Duckworth) is essentially a war story, and, by way of being thoroughly appropriate, it opens with a fencing heroine engaging the man she loves and touching him upon the heart. After that come other encounters with the foils, the declaration of war, the Englishman's flight from Austria, capture, and escape, and the inevitable struggle with the German Colonel when he holds (for the time being) the beautiful lady at his evil mercy. It is not the war that is ground into our souls that Miss Rosamund Southey sees—not the muddy, sweaty, racking business that has turned our boys into men before their time—though at the first glance it bears a close resemblance to it. Perhaps it is as well to be able, if only for the hour that it takes to read a light novel, to pretend that the terrible events about us happen on this romantic wise, with as little as need be of gas-shells and reeking trenches and the slow agony of the nations. For this reason "The Last Bout" may be read as a relaxation.

"Love Eternal." We confess to being more interested in the interlude of the spirits in "Love Eternal" (Cassell) than in the romantic attachment of Godfrey Knight and Isobel Blake, predestined to their brief marriage through the ages, and passing hence, as Sir H. Rider Haggard predicts, to a fuller and freer union than earth can show. It is not within possibility that their creator should write an uninteresting love-story; but, while his lovers are for all time, the elementals and Madame Riennes are in the very middle of things at the present hour. There is Eleanor, a fair lady spirit who claims Godfrey for her own property—not since Monsignor Benson wrote "The Necromancers" have we been privileged to meet anyone, in fiction but not in fiction in the flesh, as unpleasant as the beautiful Eleanor. However, Miss Ogilvy and her spirit circle are only intended to occupy a subsidiary place in the story. Love is eternal, but elementals—let us hope—will dissolve with the ultimate dissolution of matter. There is plenty of other incident in the history of these true lovers; and, although for once Sir Rider Haggard has deserted Africa and its mysteries, we can commend "Love Eternal" to the public as a capital novel.

"Greatheart."

"Greatheart" (Fisher Unwin), with all the signs and portents of a best seller upon it, depresses us. It is permeated with the kind of sentimentality (a very popular kind) which lingers lusciously over the masterful embraces of the man and the burning blushes of the maiden. There is nothing in the plot that could be described as in the least improper, but the appeal of the story is to the sensuous-minded young person. The intelligent public does not, we think, care for baronets beautiful as Apollo, and heroines who are alternately clasped in the passionate embrace of a wooer and flogged by a mother with a dog-whip; but, alas! intelligent novel-readers are in the minority. All the characters are underbred, and the nobler their descent and the colder their pride (oh, the pride of the cold and the noble!) the more vulgar they seem to be. Our

sympathies, so far as they go, are with Sir Eustace; but Miss Ethel M. Dell has blacked him in as the bad baronet, and, since he has sprung from her brain, we must assume she is right in allowing his great-hearted brother to carry off his shrinking bride, leaving to the magnificent Eustace the prospect of an uneasy future with the sneering and haughty Rose de Vigne.

It has been said, not without reason, that to advise those in search of health to go to Harrogate seems superfluous; and, no doubt, it is as unusual for men and women of to-day not to be familiar with that northern health resort as, in the days of Beau Nash, it was for them not to "know Bath." A consideration of special value to invalids in connection with Harrogate is that every detail of following, and ensuring, a complete "cure" is afforded there to perfection, whether regarded from the point of view of the wonderful variety and excellence of its baths,



ON THE WESTERN FRONT IN FRANCE: FRENCH TROOPS MOVING UP; BRITISH BY THE ROADSIDE.—[Official Photograph.]

or the pleasant and wisely generous scope of the amusements which form a perhaps not always adequately recognised but very real part of a "cure," especially in these days of nerve-strain. A descriptive book, "The Harrogate Cure," can be obtained, free, on application to Mr. F. J. C. Broome, General Manager, Harrogate Corporation Publicity Department.

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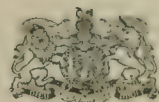
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THE CHRONICLE OF THE CAR.

A "Black List" How and where the idea originated of Motorists. I do not know, but quite a deal of discussion has taken place lately about a proposal, obviously emanating from a trade source, to institute a "black list" composed of the names of motorists who have cultivated the habit of disputing

repairs to the car. There are honest people—even in the motor trade. But, without the least desire to brand a whole business community as being willing to take advantage of its clients, I do say that, generally speaking, the charges to which one has to submit at the hands of people in the repair business are, to put it as mildly as possible, calculated on a scale which ought to show a profit of the most generous kind. And, further, there is a minority which appears to base its charges on what it thinks the customer can be persuaded to stand.

If there are to be "black lists," I suggest that the R.A.C. and the A.A. should make a start with one of their own. I am perfectly certain that, if they decided to do this, they could find enough letters of complaint against repairers' charges in their correspondence files to justify the issue at once of a list that would form a very respectable nucleus of a complete index of concerns to be avoided. It will be as well, I think, if the section of the trade which devotes itself to repairs should think again before committing itself to action on the lines apparently contemplated.

The A.A. and the
Luxury Tax.

A vigorous protest has been lodged by the Automobile Association with the Select Committee on Luxury Duty concerning the proposed taxation of motor vehicles as luxuries. (By the way, I did not know it was "proposed" to include motor-cars in the schedule of luxuries. I know it has been suggested unofficially that they will fall thereunder,

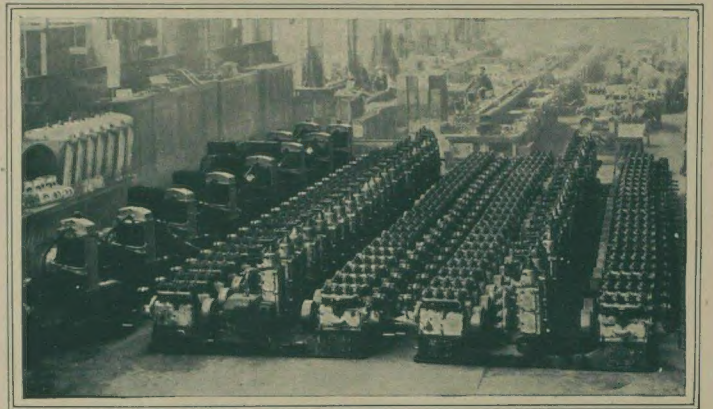
but that is not quite the same thing.) The protest is made on the grounds that luxury motoring does not exist, and that the use of motor vehicles is strictly limited, by the provisions of the Motor Spirit (Consolidation) and Gas Restriction Order, 1918, to motorists who are compelled to employ their cars and motor-cycles for national, business, or other urgent reasons. It is submitted that vehicles used in this manner cannot be regarded as luxuries—with which point of view even the non-motorist will probably agree; that a luxury tax upon them would cause unmerited hardship and considerably increase the already heavy burden of taxation borne by motorists, who have been called upon during the war to make sacrifices even beyond those imposed upon other classes of the community, and who have willingly given the services of themselves and their cars to the country. The A.A. has been informed that the views embodied in the protest will be placed before the Select Committee when the application of the Luxury Duty to motor vehicles is being considered.

W. W.



THE SUMMER HOLIDAY SEASON: A DRIVE IN WARWICKSHIRE. Our photograph shows a handsome Wolsley car, of 24-30-h.p., passing through the picturesque village of Berkswell, in Warwickshire.

the charges of repairers and garage-keepers. On the whole, it does not seem that the idea has met with general approval, even from those in whose interests it was ostensibly conceived. It seems to me that the person who is responsible for starting the discussion completely forgot, or deliberately ignored, the patent fact that the compilation of "black lists" is a game that can be played by more than the one side. While one may agree that there is a certain number of car-owners who are disposed to cavil at even the most reasonable charges made for services rendered, it is certainly true that the balance of offence is against the other side. There must be very few motorists, particularly of what one may term the older school, who have not at some time or other had to complain of the gross overcharges of repairers and garage people. Of course, there are many firms in the business with whom one is perfectly safe in any transaction involving a bill for



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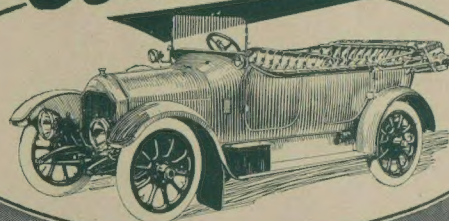
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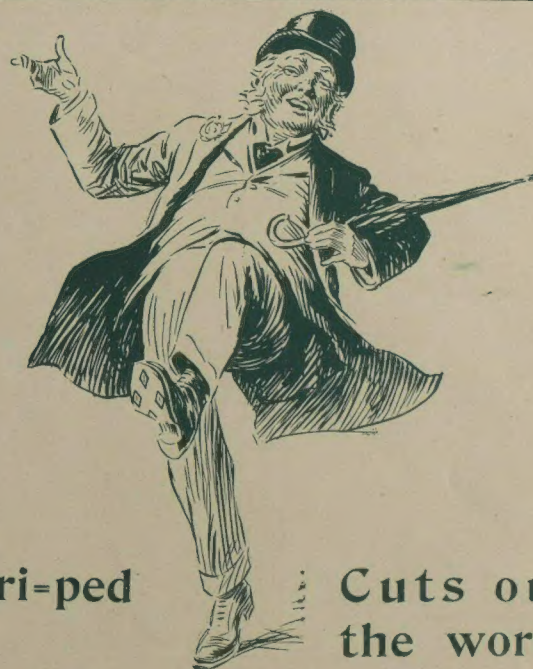
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as a burly mechanic who gives the timid braggart lessons in flying. The scenes of this pair go to shouts of laughter. But there are plenty of other good things—a duet in which that bright and promising young star of musical comedy, Miss Marjorie Gordon, has the help of the no less attractive Miss Evelyn Laye; some dancing of Miss Gordon's; a song for Mr. Henry de Bray which made the hit of the first-night performance; and a variety of picturesque groupings and evolutions in which the chorus is used to effect.

"PRESS THE BUTTON." AT THE GLOBE.

Mr. Robert Hichens in his latest work, an "absurdity" entitled "Press the Button," which has provided Miss Marie Löhr with her second venture in management, has spread over three acts material which might have served for a one-act sketch. For a while his masterful butler—who, in a pretence at serving them, reduces his young master and mistress to the position of slaves—impresses us, so delightfully sinister is he made by Mr. Allan Aynesworth's ingenious art; and the idea the couple have

of replacing this tyrant by a press-the-button arrangement has at first an aspect of drollness, especially as its human rival contrives that the mechanism shall deliver the wrong goods. But one can soon tire of trap-doors and self-folding beds, and other automatic funniments; and even so good a cast as Miss Löhr has assembled—including not only herself and Mr. Aynesworth, but Miss Lottie Venne, Miss Polly Emery, Mr. E. M. Robson, and Mr. Kinsey Peile—cannot do for an author what he ought to do for himself.

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